

# BookletChart™

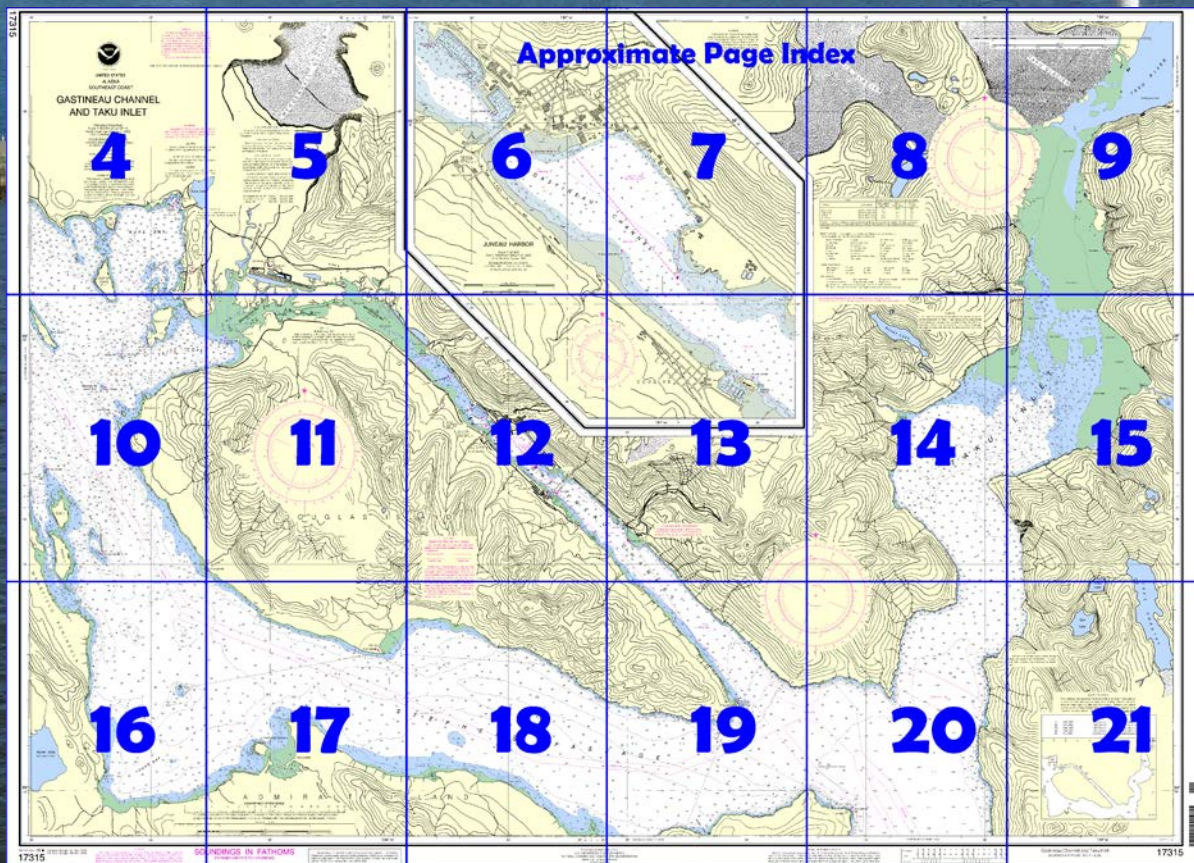
## Gastineau Channel and Taku Inlet NOAA Chart 17315



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17315>.



#### (Selected Excerpts from Coast Pilot)

**Anchorage.**—The inlet has no secure anchorage and is exposed to strong winds. The best general anchorage, with fair protection from S winds, is to be had in 5 to 7 fathoms, soft bottom, 2 miles NNE of Jaw Point and about 0.5 mile offshore. Temporary anchorage, partially protected from N winds, can be had in from 3 to 7 fathoms, soft mud bottom, E of the Annex Creek Power Station.

**Currents.**—In Taku Inlet, currents have greater velocity on the ebb than on the flood. At Taku Point, the ebb current has an estimated velocity of 3 to 4 knots at times. At the entrance to Taku Inlet the velocity of the ebb current does not exceed 2

knots. (See the Tidal Current Tables for daily predictions.)

**Winds.**—The conformation of Taku Inlet is such that N winter gales sweep down the inlet and across Stephens Passage with great force, often accompanied by a blinding snowstorm. SE gales draw through the inlet.

**Ice.**—Taku Glacier has now pushed up the moraine ahead of its face, and ice no longer is a serious threat to navigation in the inlet. A few small chunks of ice occasionally drift down the inlet, but these are rarely more than 3 to 4 feet wide.

**Caution.**—Small craft should exercise caution when maneuvering in shoal water especially off Sunny Cove, Annex Creek Power Station, and off Turner Creek on the E side of Taku Inlet. These areas have scattered boulders that stand 2 to 5 feet above the surrounding bottom. Because of the discoloration of the water it is impossible to see them even when covered by only a foot of water. There is a flat for 1.5 miles alongshore S of Flat Point that extends off a greatest distance of 0.5 mile offshore. It has depths of ½ to 2 fathoms over it within these limits and deepens to 10 fathoms in about 0.2 mile. Along the edge of the flat for a distance of 0.2 mile SW of Flat Point, boulders and rock ledges bare at extreme low water. This area should be avoided by small boats except at high water.

**Caution.**—The transit of the channel from Buoy 7 to Light 21 is limited by Mendenhall Bar. In 1983, it was reported that the shallowest part of the bar, between Daybeacons 15 and 17, bared at 10 feet above Mean Lower Low Water. The bar may be crossed only when the tide is high enough, i.e., when the tide is at least 10 feet above Mean Lower Low Water, plus the draft of the vessel transiting, plus a safety factor suitable for the vessel and operator. In selecting a safety factor, mariners should consider that the actual height of high tide can differ appreciably from the predicted high tide and that most often the actual height is less than the predicted height.

**Anchorage.**—Anchorage is available off the wharves, NE of the cable area, in 12 to 19 fathoms, soft bottom. Permission, however, must be obtained from the Coast Guard Captain of the Port prior to anchoring in this area from June through September due to extensive cruise ship traffic.

**Dangers.**—Shoals extend off the mouths of the creeks and are, for the most part, marked. In navigating Gastineau Channel do not approach the shores too closely, especially the SW shore. Stream flats and deposits from mine tailings extend well offshore.

**Currents.**—In Gastineau Channel, the current floods NW and ebbs SE past Juneau with a velocity of 2.0 knots. (See the Tidal Current Tables for daily predictions.) Currents at the wharves in Juneau Harbor, NE of the centerline of Gastineau Channel, are much weaker than at midchannel. The current follows the shoreline, going around the harbor in a counterclockwise direction on the flood and clockwise on the ebb.

**Pilotage, Juneau.**—Pilotage, except for certain exempt vessels, is compulsory for all vessels navigating the inside waters of the State of Alaska. (See Pilotage, Alaska, indexed as such, chapter 3 for details.) Vessels en route Juneau can meet the pilot boat at about 10.2 miles WSW of Point Macartney Light (55°57.9'N., 134°20.9'W.).

The pilot boat, a crewboat, can be contacted by calling "JUNEAU PILOT BOAT" on VHF-FM channels 16, 13, or 12.

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

**Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
ALASKA  
SOUTHEAST COAST

# GASTINEAU CHANNEL AND TAKU INLET

Mercator Projection  
Scale 1:40,000 at Lat. 58°18'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.189' southward and 6.395' westward to agree with this chart.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard supplemental information on navigation.

## RADAR REFLECTORS

Radar reflectors have been placed on navigation reflector identification on the omitted from this chart.

## POLLUTION REPORTING

Report all spills of oil or other pollutants to the National Response Center at 1-800-424-8802 (toll free), or Coast Guard facility if telephone is impossible (33 CFR 153).

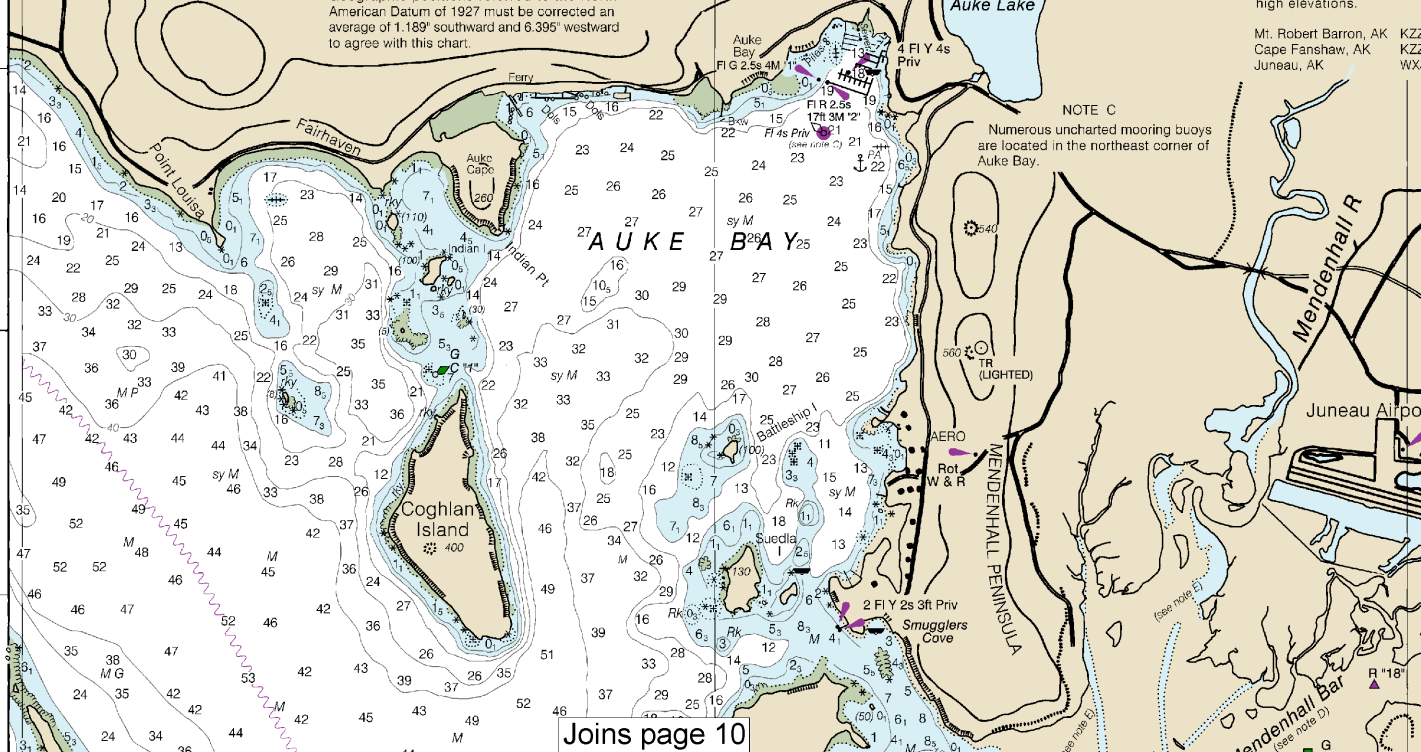
## NOAA WEATHER RADIO

The NOAA Weather Radio stations listed below provide continuous coverage. The reception range is in nautical miles from the antenna as much as 100 nautical miles for high elevations.

Mt. Robert Barron, AK KZZ  
Cape Fanshaw, AK KZZ  
Juneau, AK WXX

## NOTE C

Numerous uncharted mooring buoys are located in the northeast corner of Auke Bay.



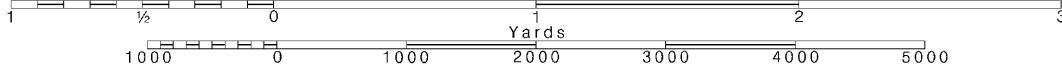
Joins page 10

Printed at reduced scale.

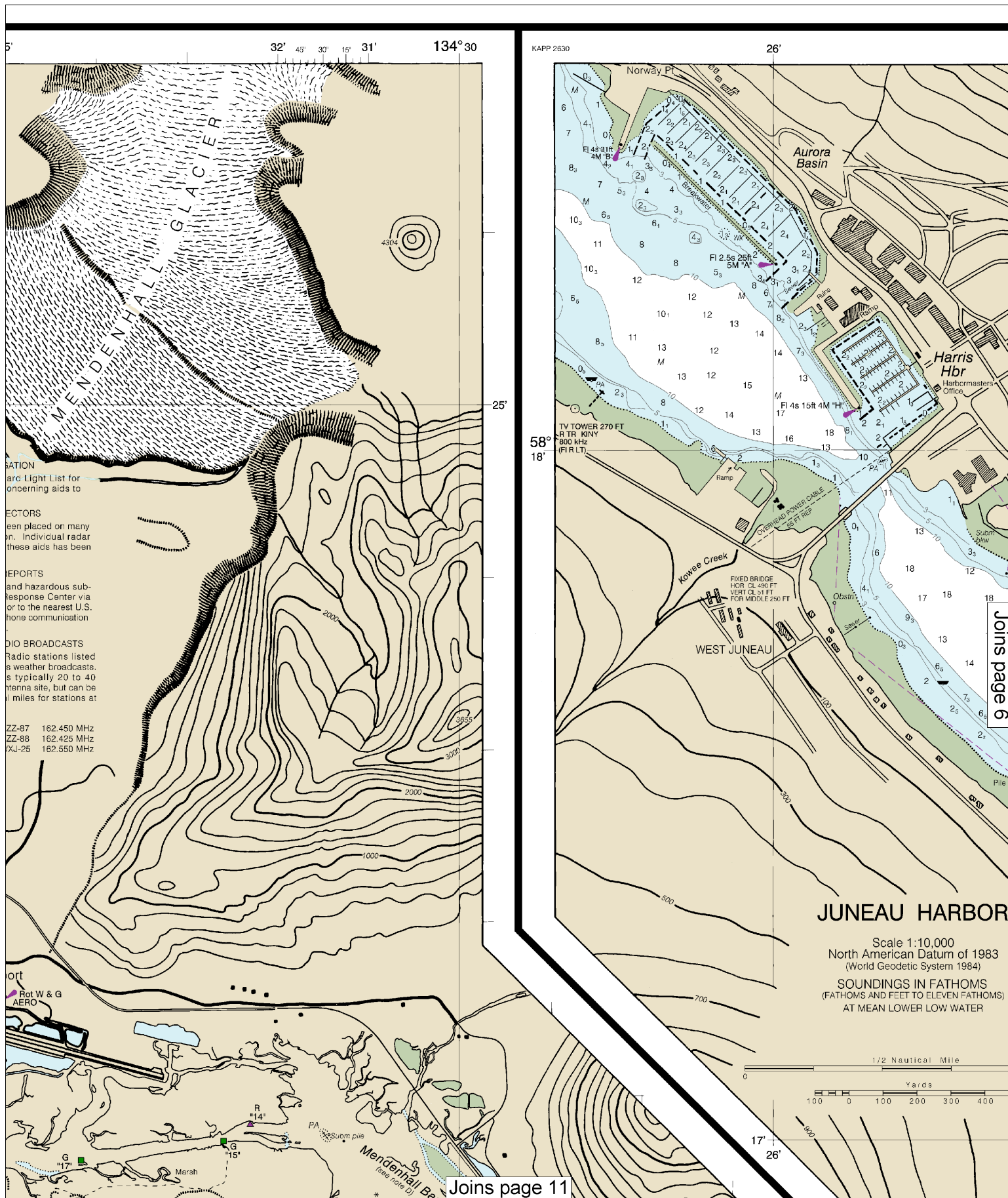
SCALE 1:40,000  
Nautical Miles

See Note on page 5.

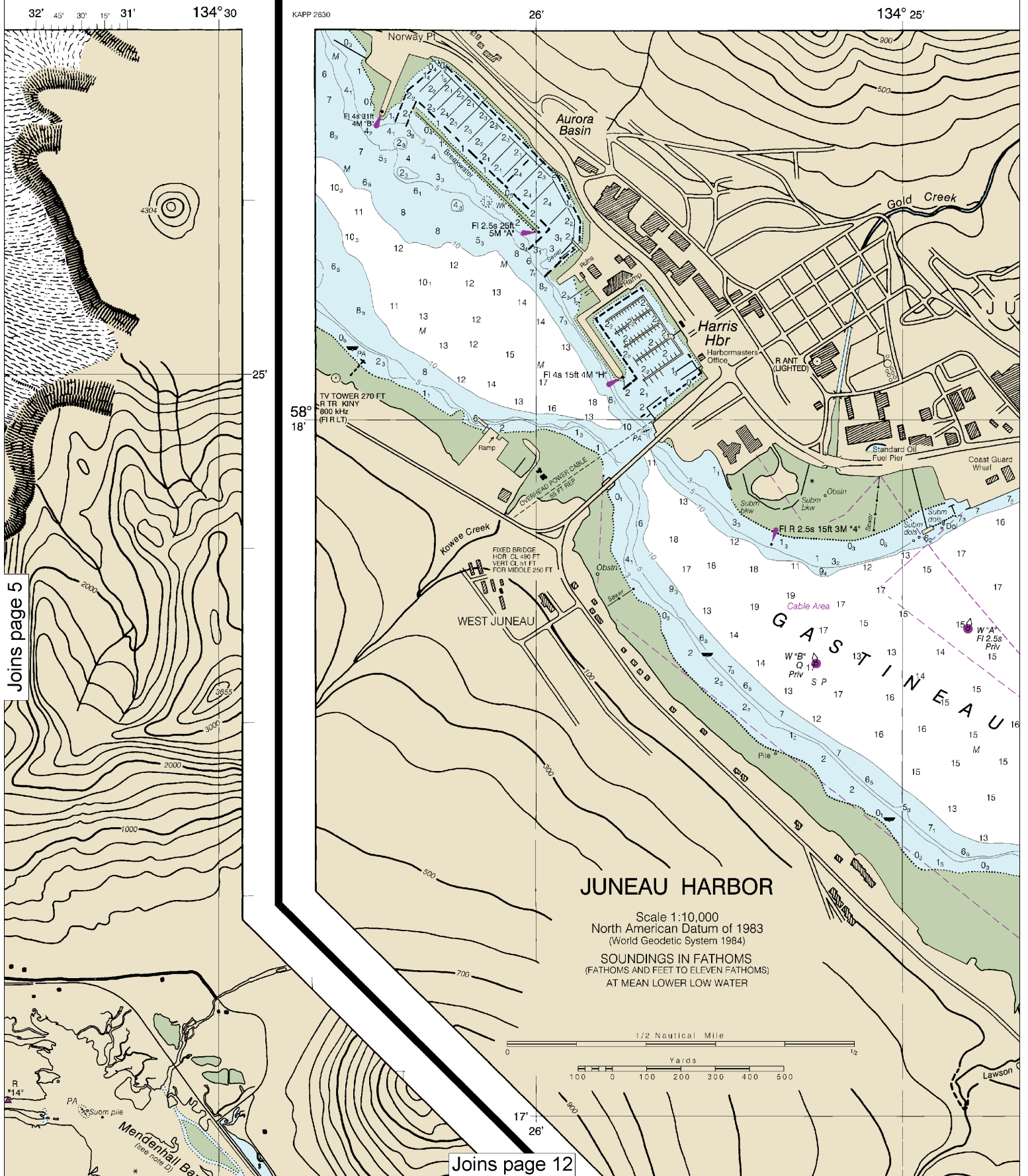
Note: Chart grid lines are aligned with true north.







This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 12

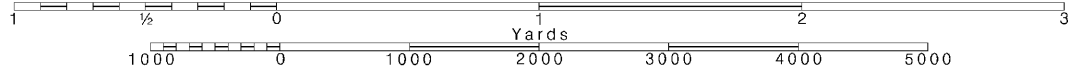
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





PLACE	
NAME	
Greely Point	(S)
Taku Point	(S)
Juneau	(S)
Fritz Cove	(S)

Dashes (---) located in datum columns indicate tide predictions, and tidal current predictions (Dec 2012)

**ABBREVIATIONS** (For complete list of Symbols see page 10)

Aids to Navigation (lights are white unless otherwise noted)

AERO	aeronautical	G green
A	alternating	IQ interm
B	black	I iso
Bn	beacon	LT HO light
C	can	M magnetic
D/A	diaphone	M minute
F	fixed	MICRO T
Fl	flashing	Mkr mark

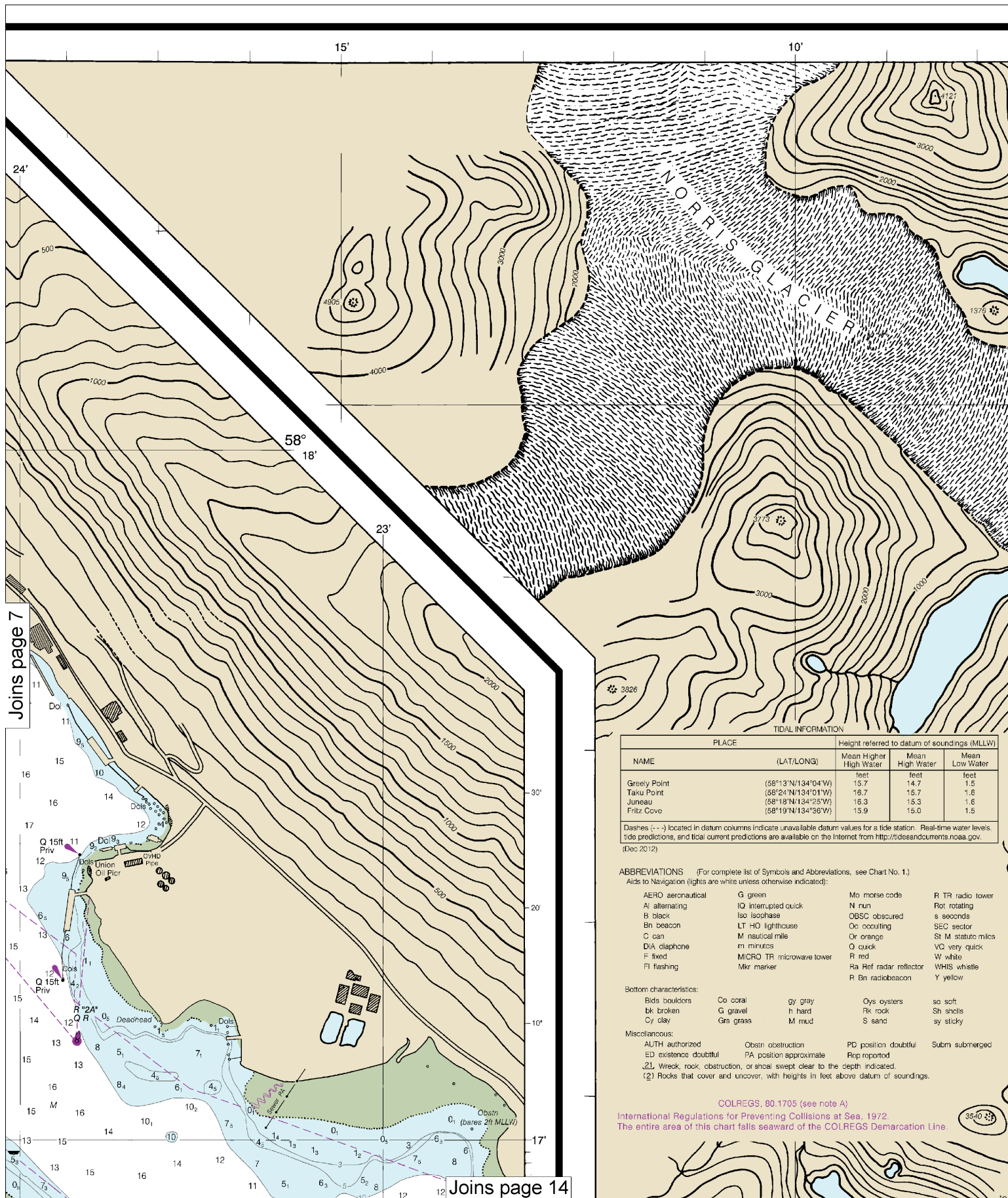
**Bottom characteristics:**

Bds	boulders	Co coral
bk	broken	G gravel
Cy	clay	Grs grass

**Miscellaneous:**

AUTH	authorized	Obsn obs
ED	existence doubtful	PA pos
(2)	wreck, rock, obstruction, or shoal	
(2)	rocks that cover and uncover, or	

COLREGS, 8  
ns for Preven  
chart falls se



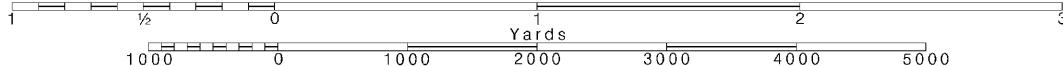
8

Note: Chart grid lines are aligned with true north.

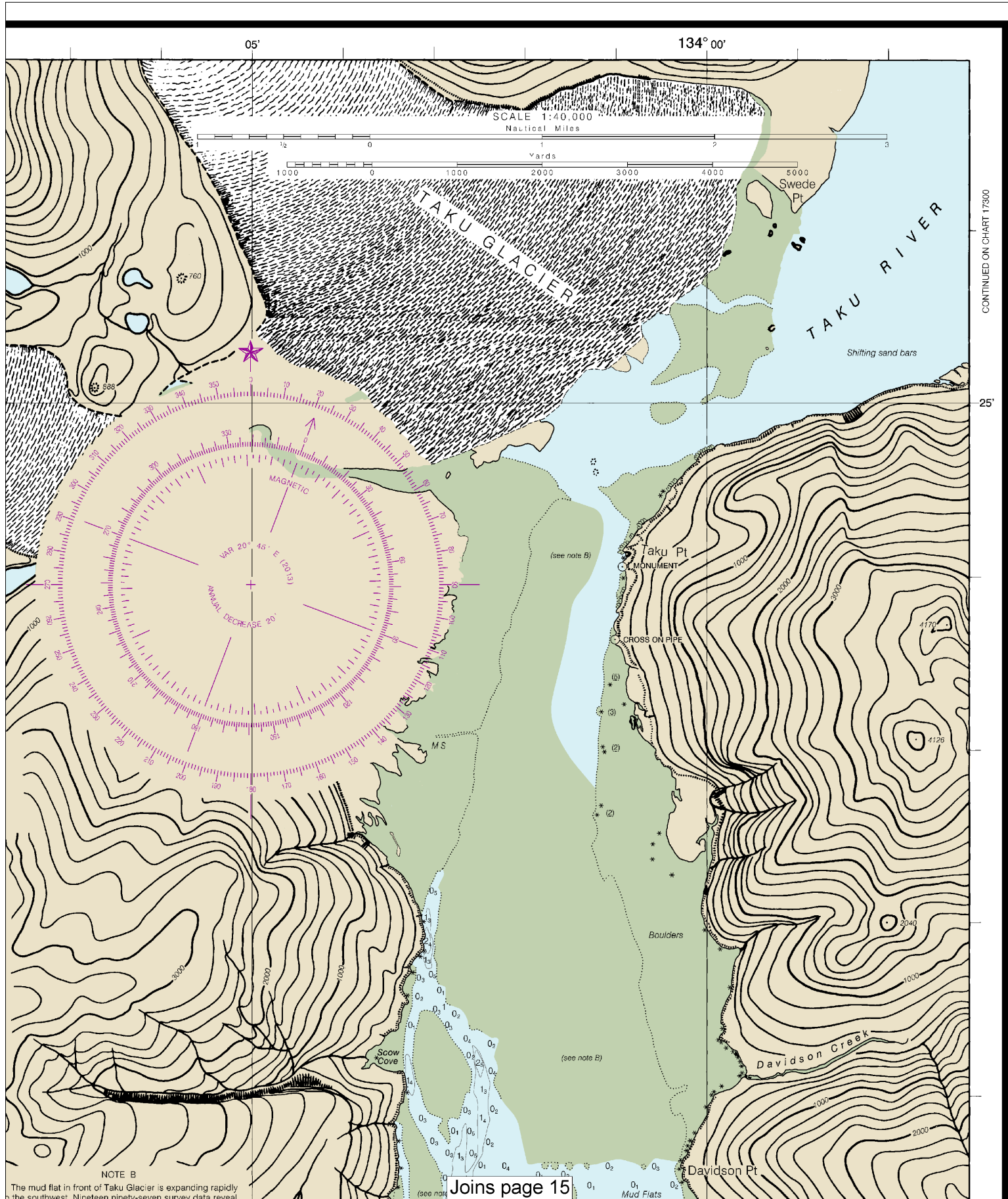
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

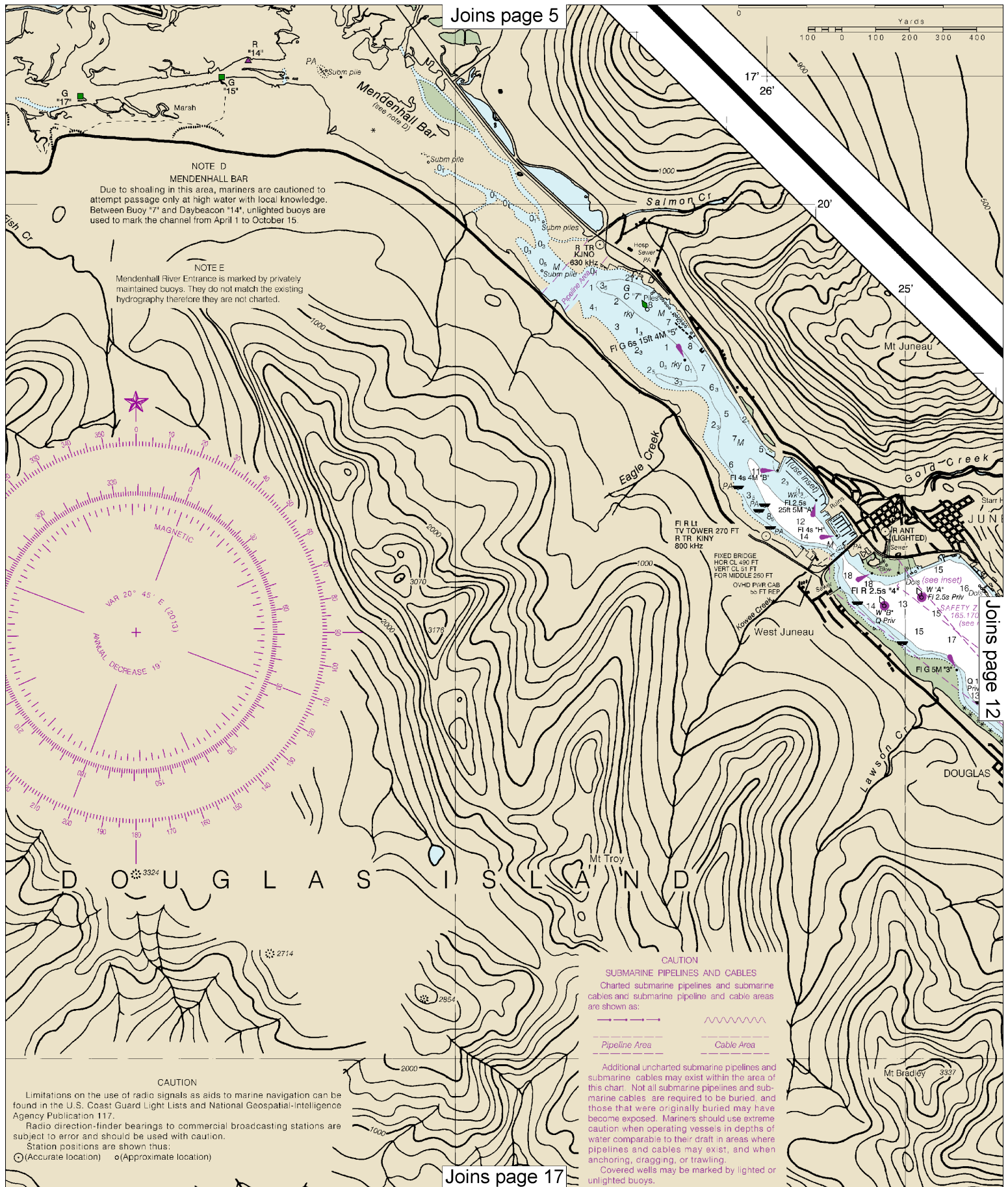












Joins page 5

Joins page 12

Joins page 17

**NOTE D**  
**MENDENHALL BAR**  
Due to shoaling in this area, mariners are cautioned to attempt passage only at high water with local knowledge. Between Buoy "7" and Daybeacon "14", unlighted buoys are used to mark the channel from April 1 to October 15.

**NOTE E**  
Mendenhall River Entrance is marked by privately maintained buoys. They do not match the existing hydrography therefore they are not charted.

**CAUTION**

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◐ (Approximate location)

**CAUTION**

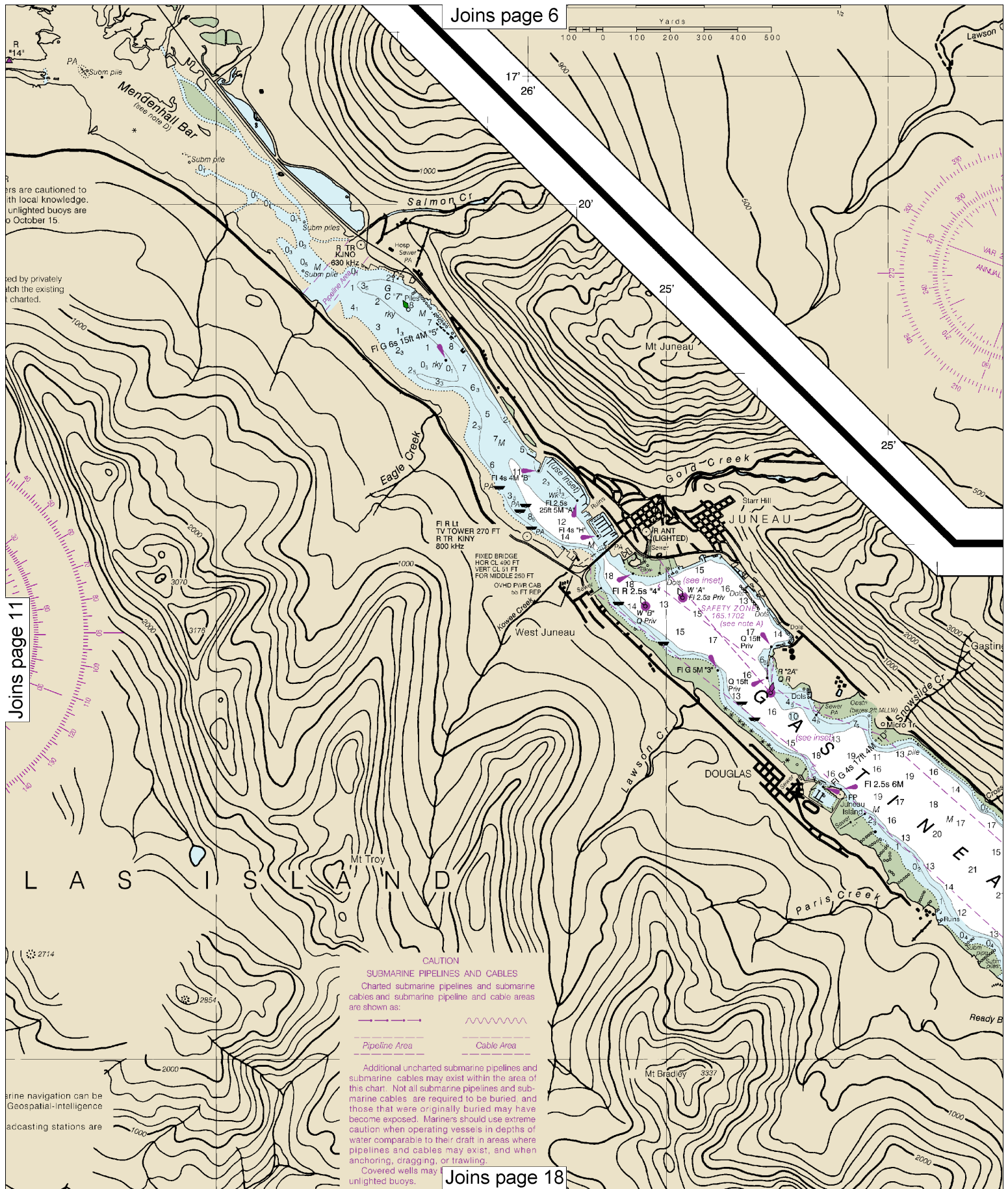
**SUBMARINE PIPELINES AND CABLES**

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.



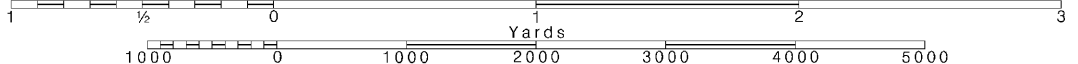
12

Note: Chart grid lines are aligned with true north.

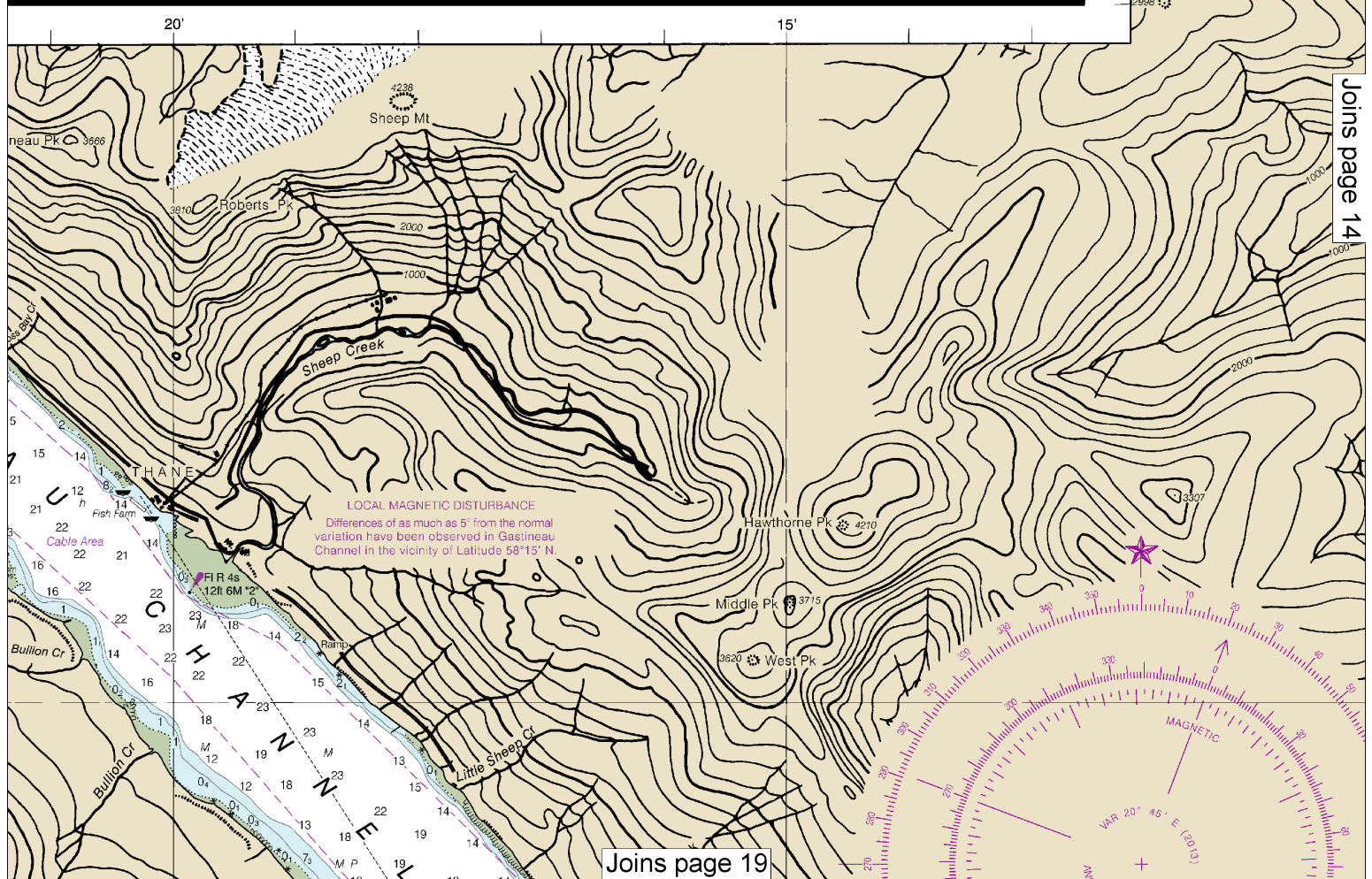
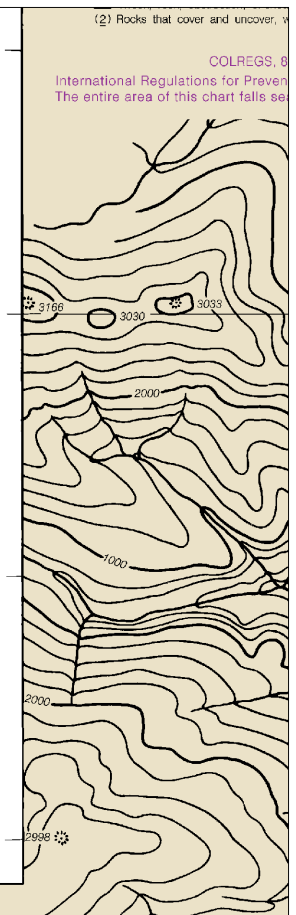
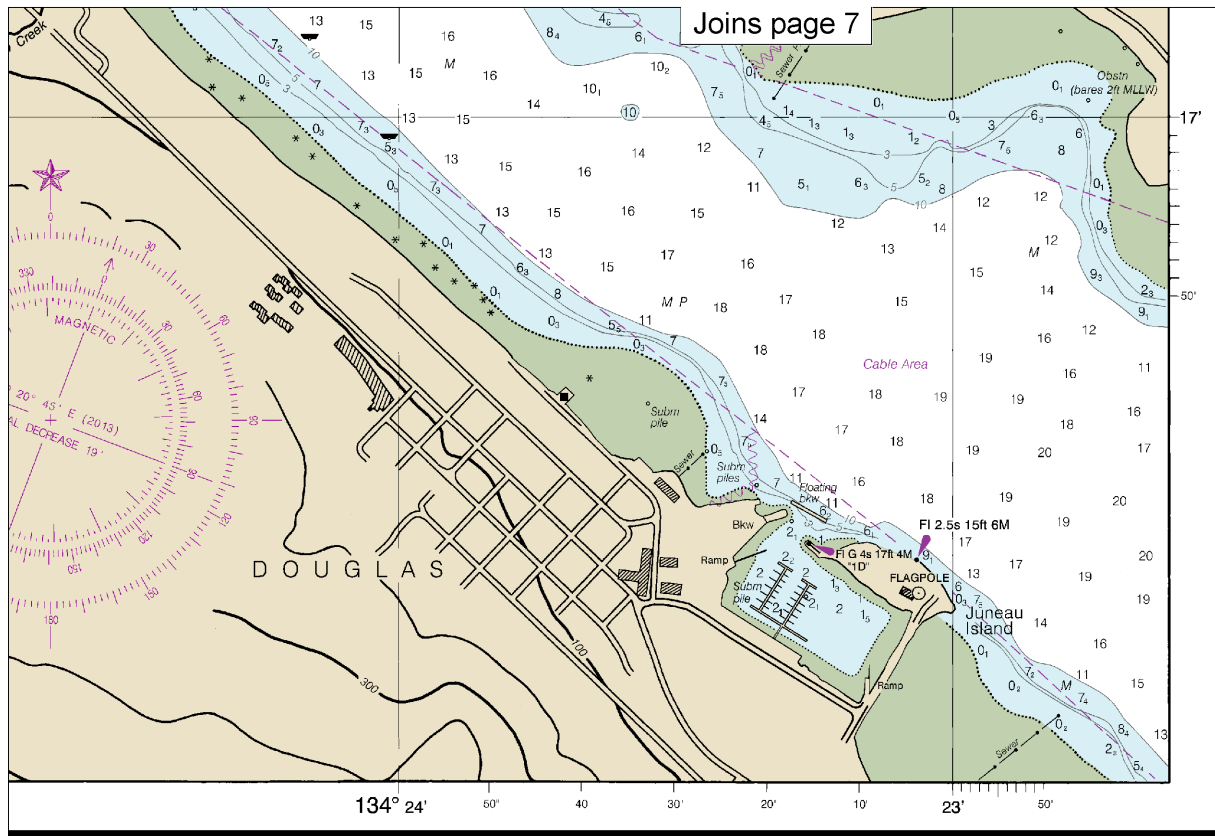
Printed at reduced scale.

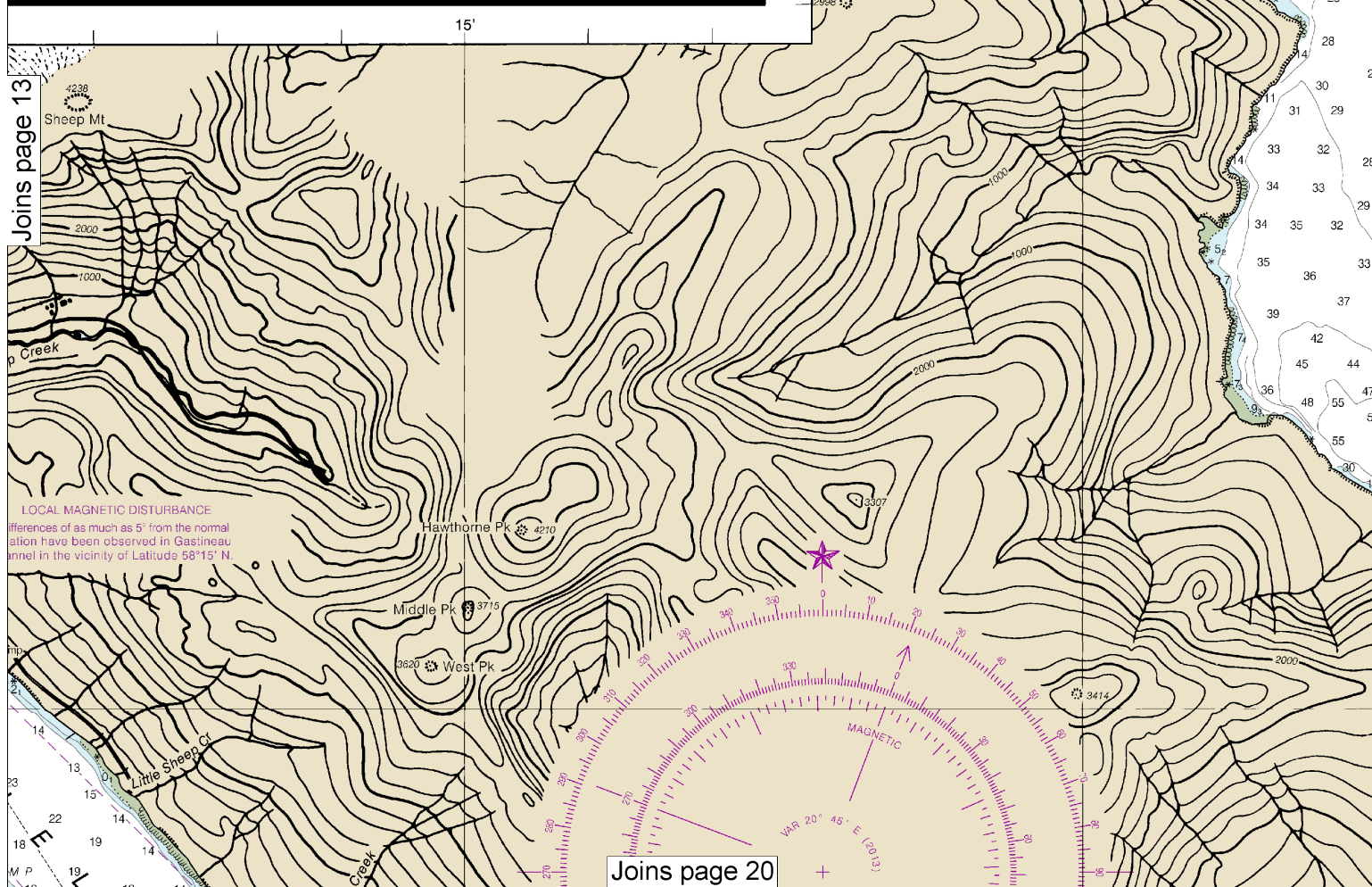
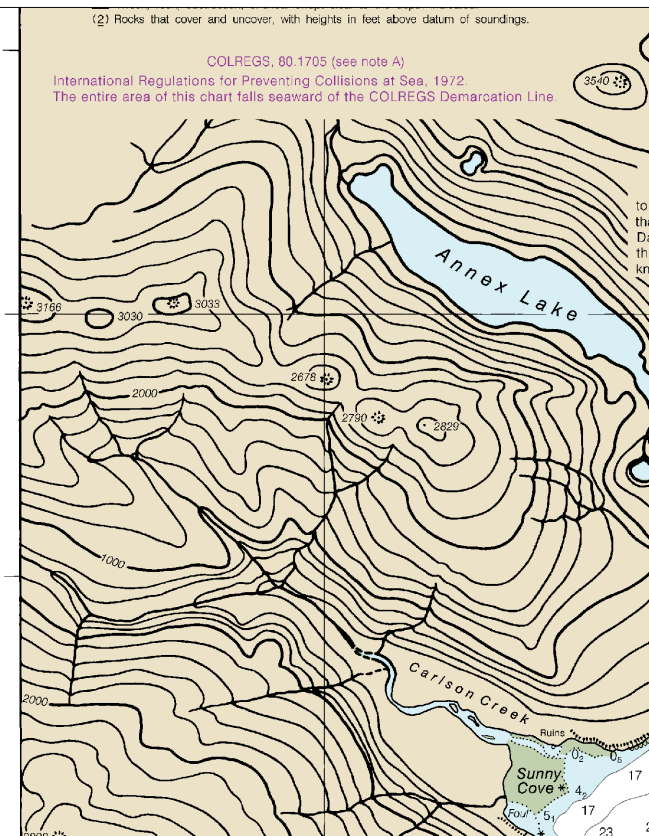
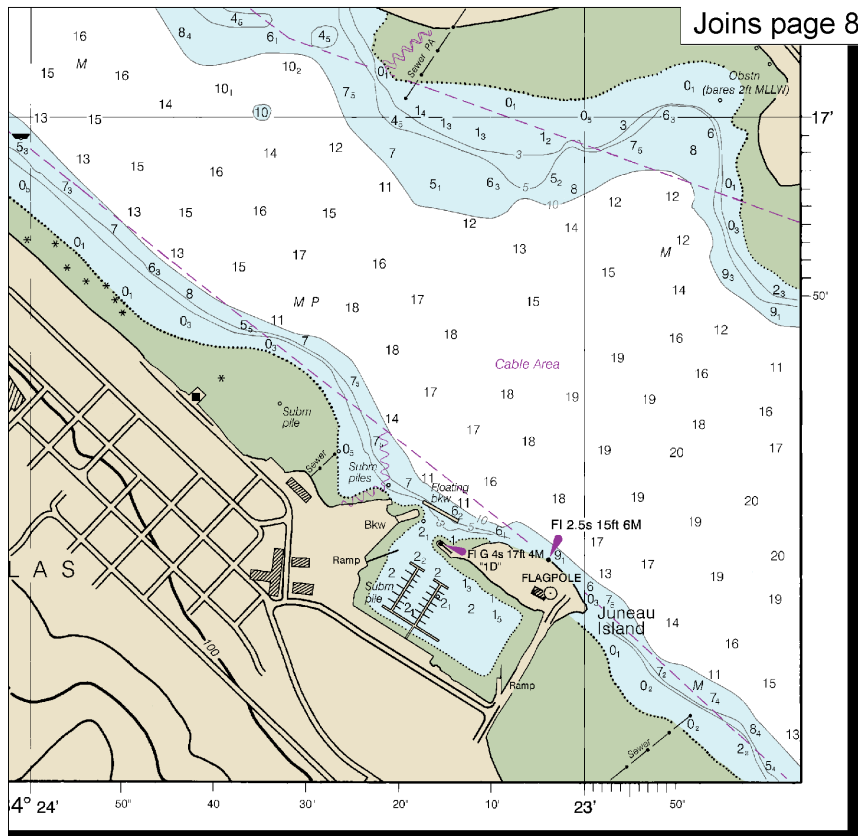
SCALE 1:40,000  
Nautical Miles

See Note on page 5.









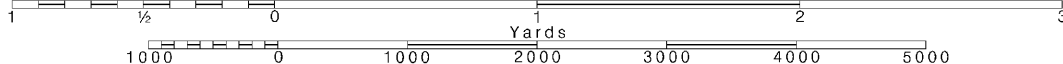
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

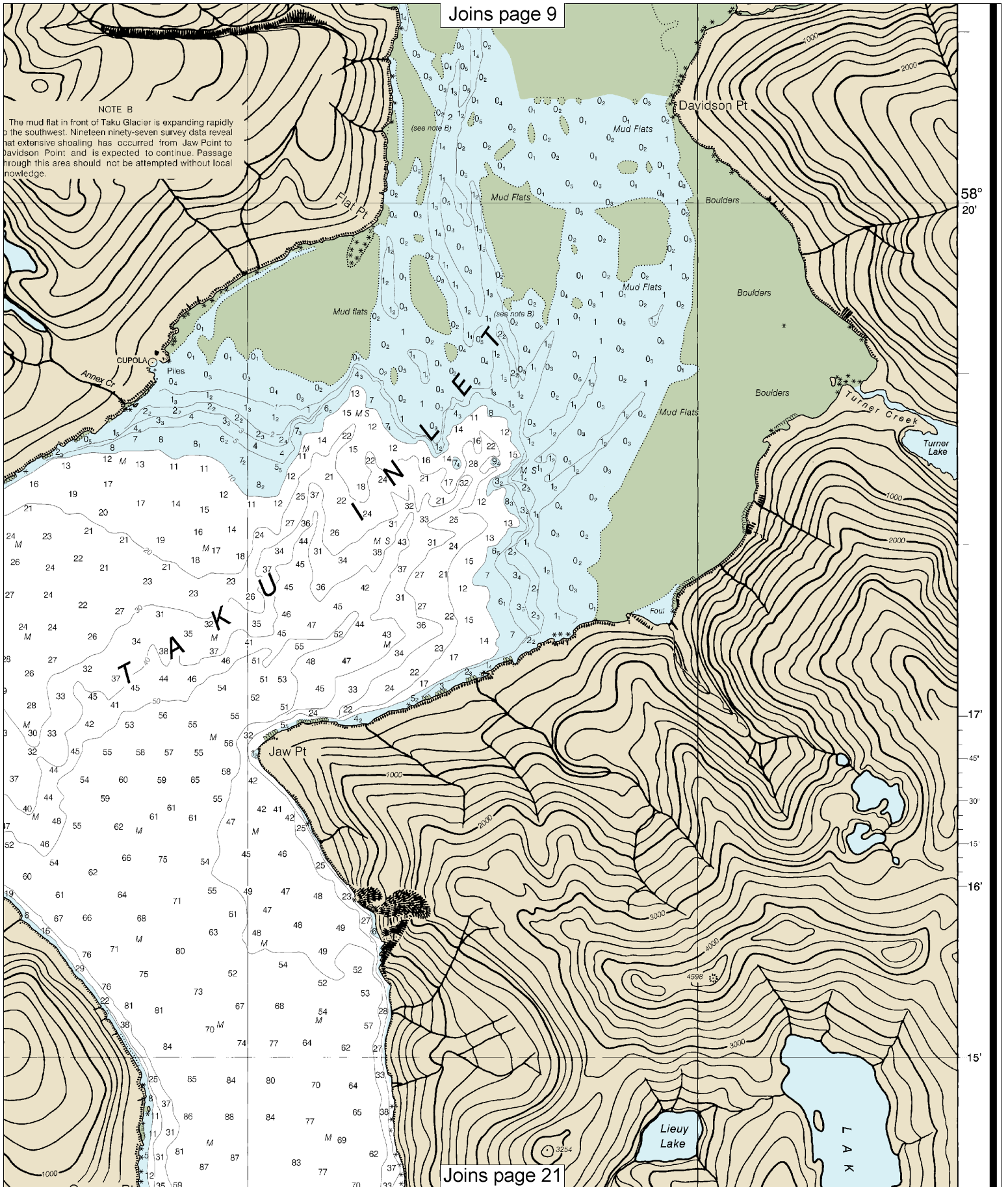
See Note on page 5.

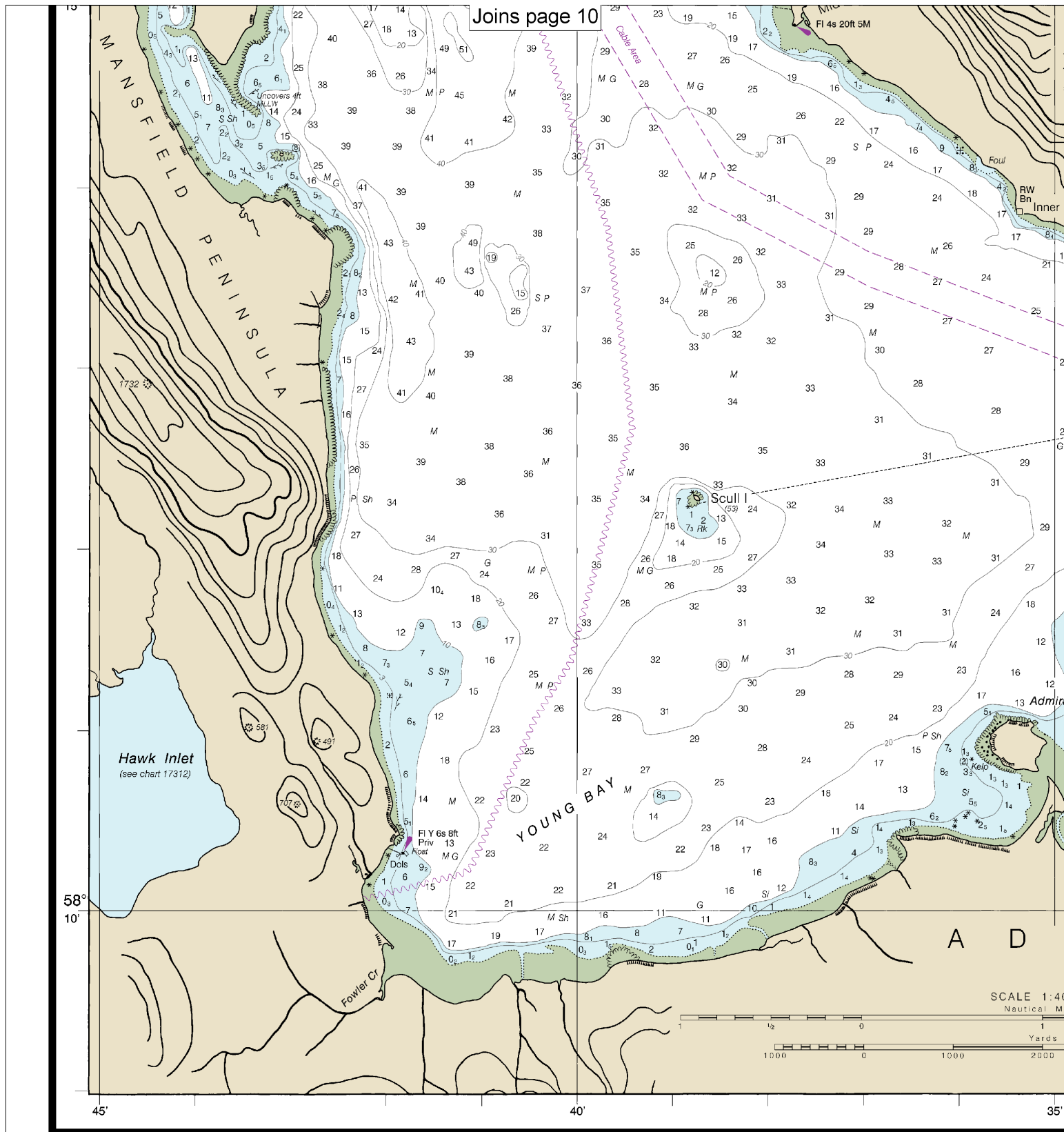




NOTE B

The mud flat in front of Taku Glacier is expanding rapidly to the southwest. Nineteen ninety-seven survey data reveal that extensive shoaling has occurred from Jaw Point to Davidson Point and is expected to continue. Passage through this area should not be attempted without local knowledge.





17315

25th Ed., Feb. 2013. Last Correction: 12/6/2016. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

**SOUNDINGS IN FATHOMS**  
(FATHOMS AND FEET TO 11 FATHOMS)

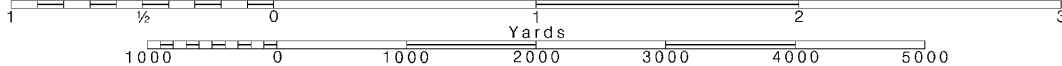
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





CAUTION

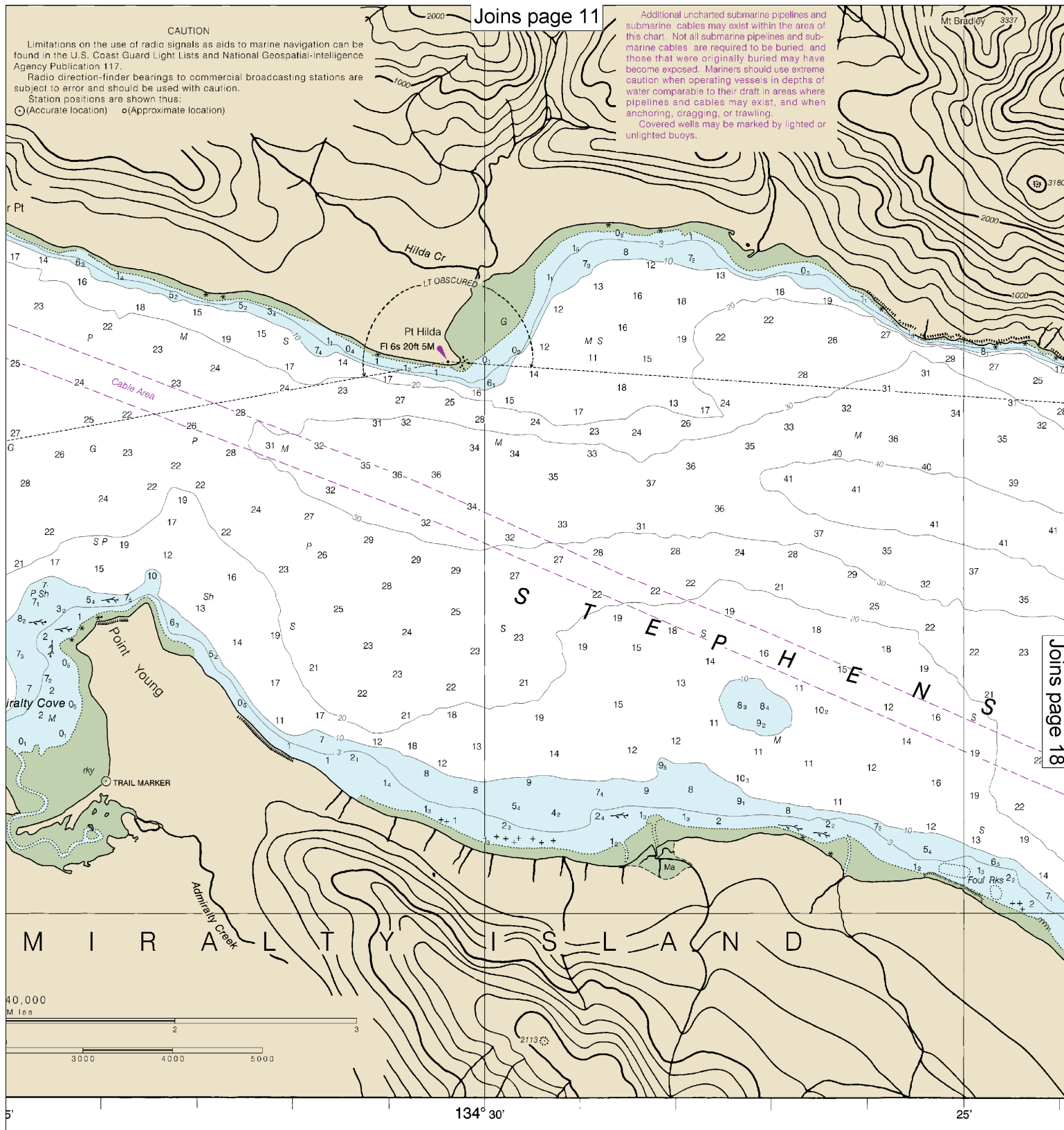
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

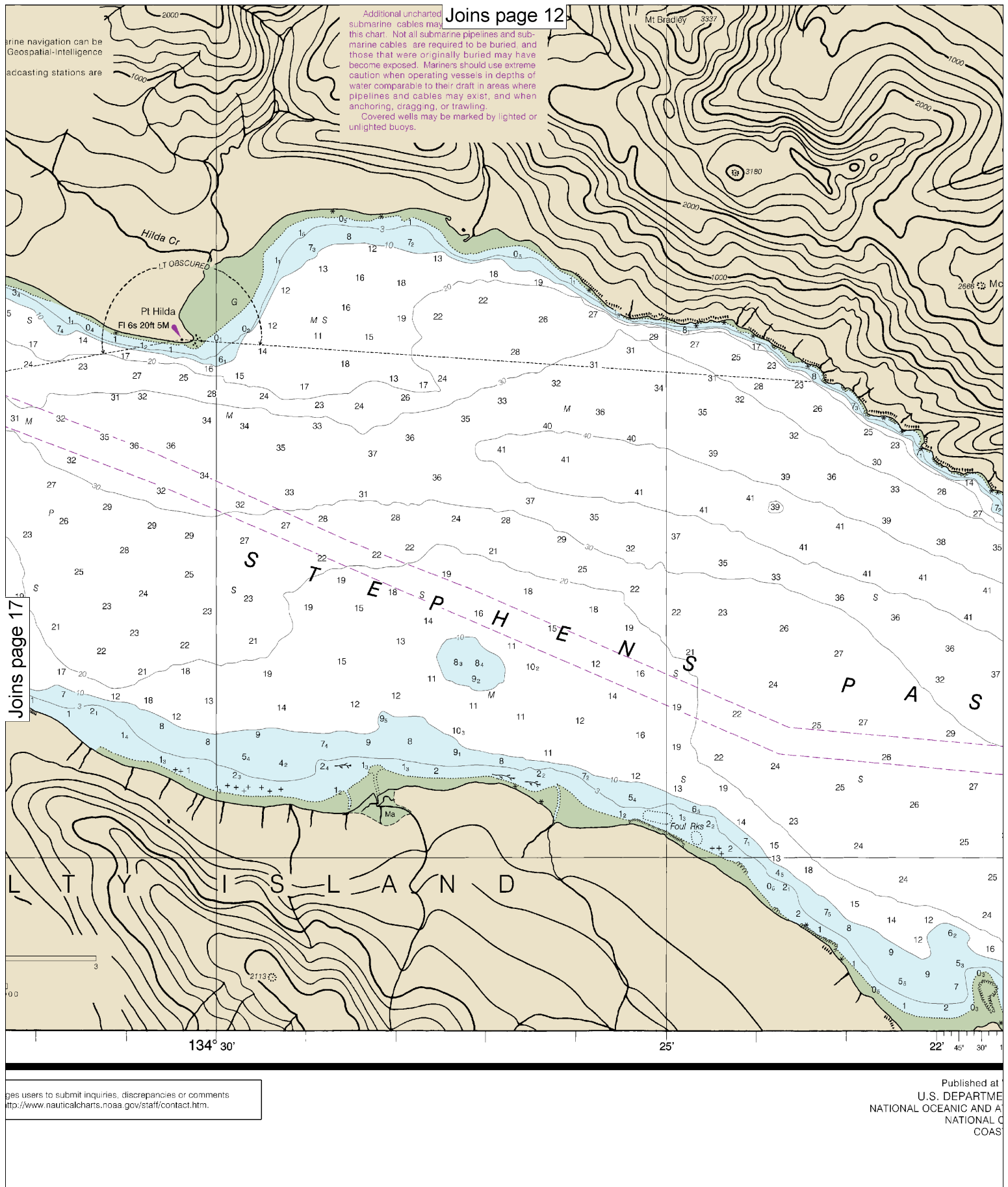
○ (Accurate location) ○ (Approximate location)

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.



THOMS  
(S)

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.



marine navigation can be  
Geospatial-Intelligence  
broadcasting stations are

Additional uncharted  
submarine cables may  
this chart. Not all submarine pipelines and sub-  
marine cables are required to be buried, and  
those that were originally buried may have  
become exposed. Mariners should use extreme  
caution when operating vessels in depths of  
water comparable to their draft in areas where  
pipelines and cables may exist, and when  
anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or  
unlighted buoys.

Joins page 12

Joins page 17

ges users to submit inquiries, discrepancies or comments  
<http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

Published at  
U.S. DEPARTMENT  
NATIONAL OCEANIC AND A  
NATIONAL COAST  
GUARD

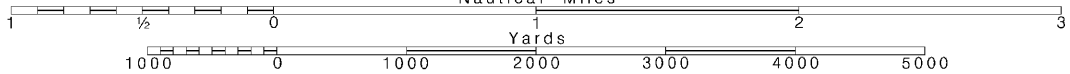
18

Note: Chart grid  
lines are aligned  
with true north.

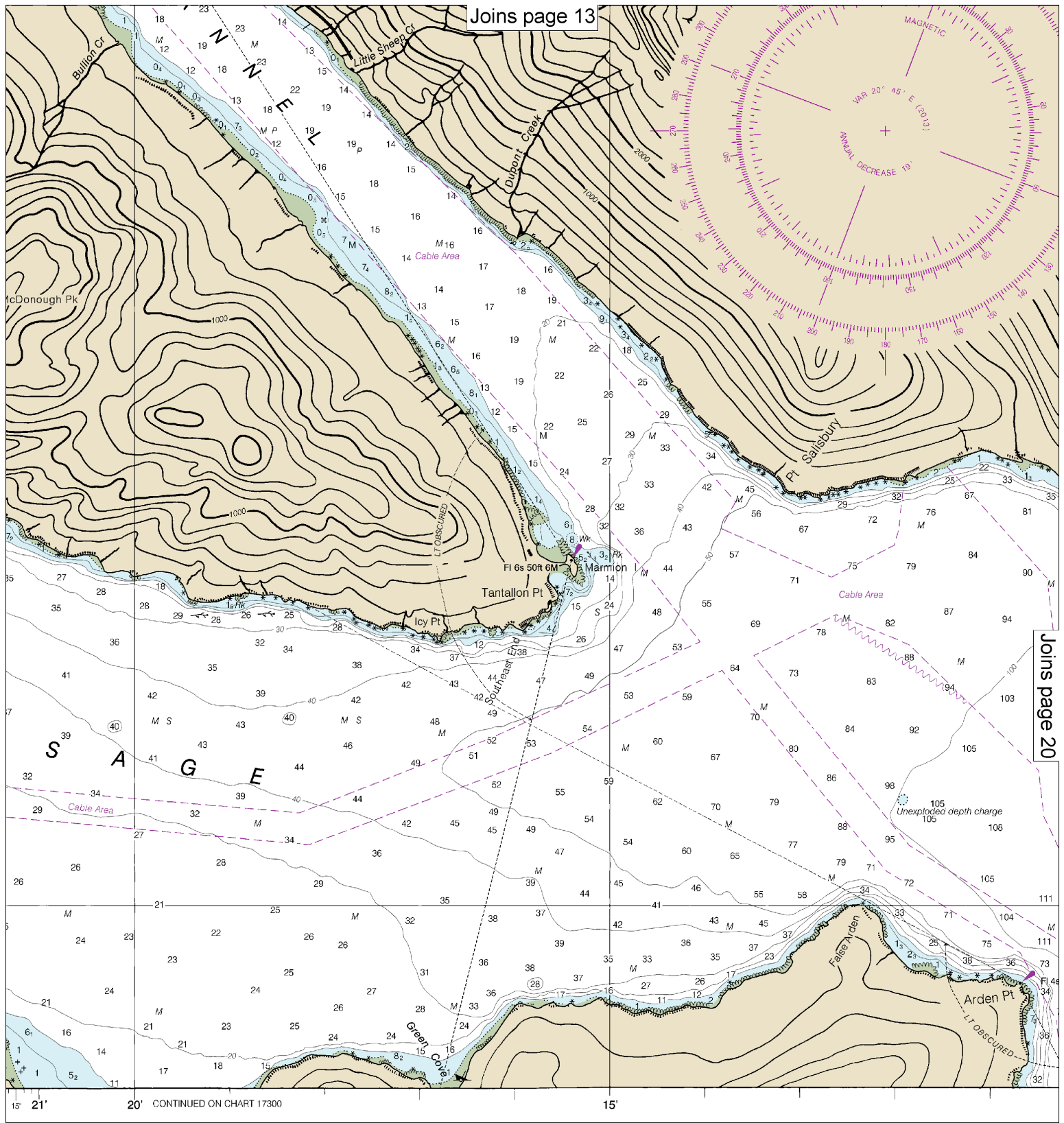
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

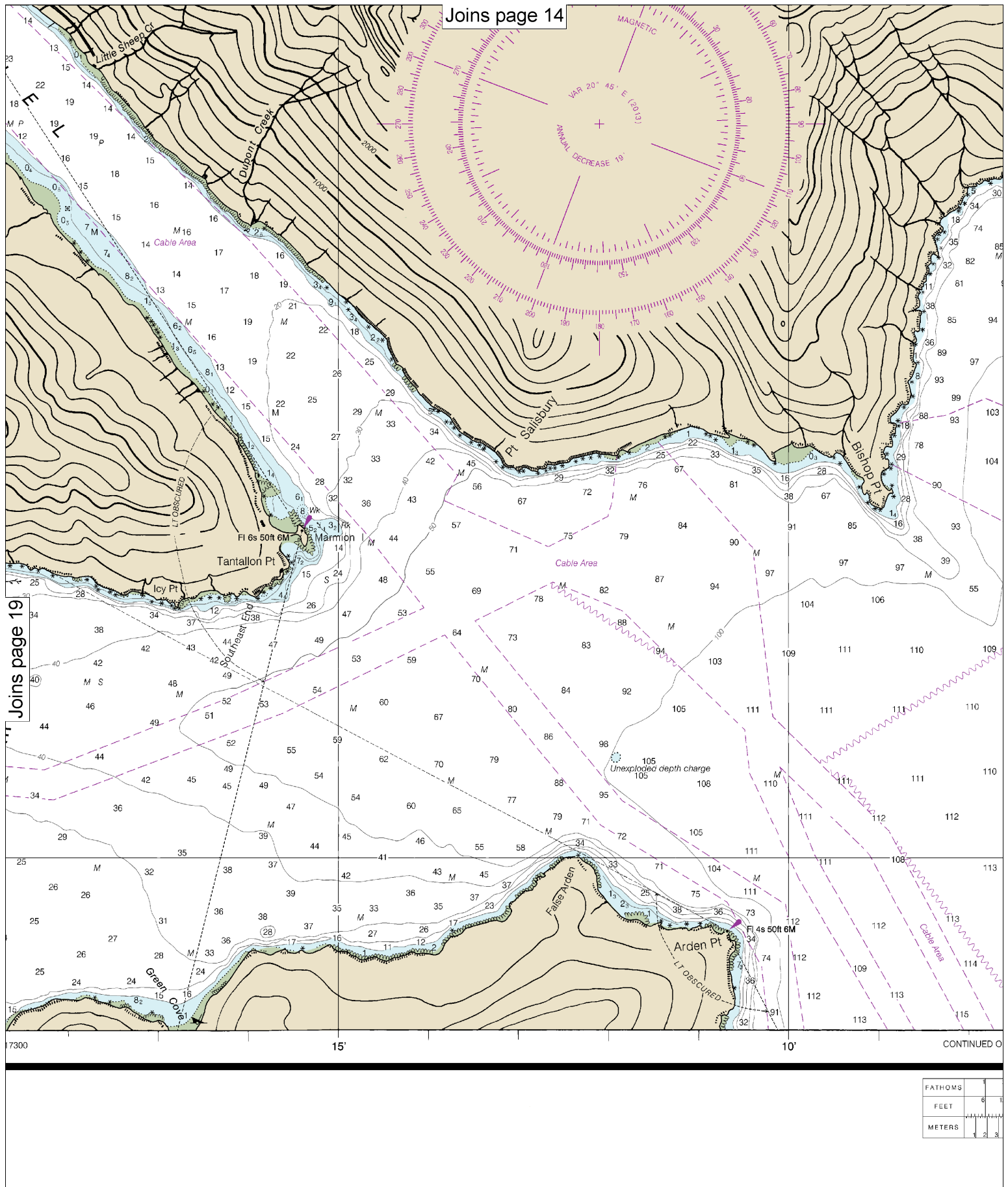
See Note on page 5.







U.S. Department of Commerce  
 National Ocean Service  
 Hydrographic Survey



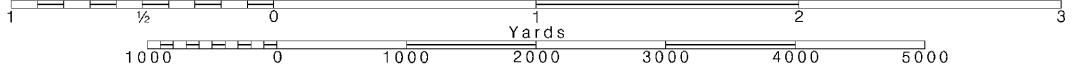
20

Note: Chart grid lines are aligned with true north.

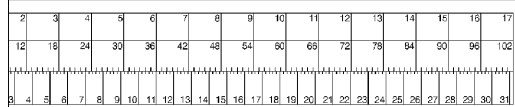
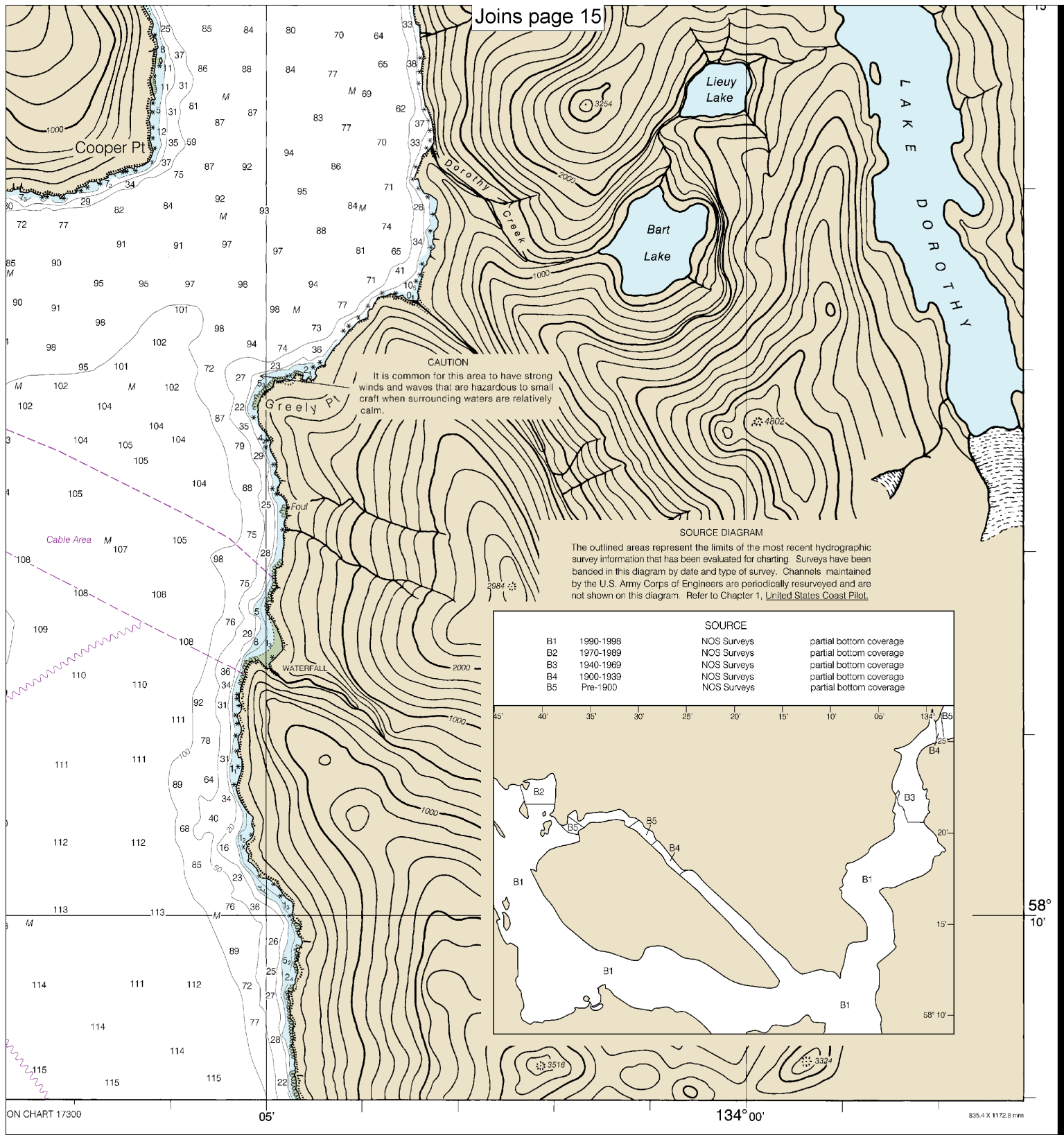
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







Gastineau Channel and Taku Inlet  
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17315



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.